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[For information on the topography, climate, agriculture and commercial crops, irrigation, stock raising, natural resources, production and supply, waterways, railways, and roads of the valleys of the Tigris and Euphrates between the plateau of Asia Minor and the Persian Gulf, discussed as one geographical unit, rather than by political boundary, see, M1 Middle East, cat. 116, 21: Fisher, pp. 340-370.]

[For information on the topography, climate, agriculture, mineral wealth, railways, settlement pattern, productive capacity of the economy, and trade of the Levant coastland, see M1 Middle East, cat. 116, 21: Fisher, pp. 371-414.]

[For information on the topography, occupations and relative productivity of the desert plateau, and of the Arabian Peninsula as a whole, see M1 Middle East, cat. 116, 21: Fisher, pp. 427-449.]

TRANSPORTATION

505

SHIPPING ACTIVITIES AT LATAKIA HARBOUR, 1951 — 1953

Table No. 11

Year or month	Steam Vessels — Entered			السفن البخارية — الداخلة		
	No. of Vessels — عدد السفن	N.R.T. — صافي الحولة النسجية طن	Weight of cargo in tons — وزن البضاعة طن	No. of Vessels — عدد السفن	N.R.T. — صافي الحولة النسجية طن	Weight of cargo in tons — وزن البضاعة طن
	Entered			**Cleared**		
1951	226	472,057	146,034	228	445,406	74,886
1952	496	818,258	147,391	497	814,494	246,172
1953	754	1,055,856	167,747	741	1,041,935	335,859
1952						
January	34	53,538	11,179	36	58,786	10,007
February	28	54,819	5,276	28	54,819	8,896
March	28	49,212	10,716	28	49,212	5,772
April	30	51,279	9,528	29	49,516	3,364
May	37	77,320	17,194	35	67,839	3,122
June	39	80,017	13,265	40	68,404	2,328
July	54	82,916	14,066	54	83,344	40,678
August	45	77,961	10,798	47	75,104	60,729
September	58	90,696	19,569	58	91,358	38,795
October	46	76,465	14,532	47	75,165	19,421
November	53	83,273	10,825	47	71,436	38,031
December	41	60,672	10,443	43	72,509	14,827
1953						
January	47	60,418	8,394	40	53,906	17,809
February	43	57,740	8,004	42	53,916	15,839
March	43	62,072	8,499	49	69,812	12,378
April	57	79,171	12,007	57	81,636	7,133
May	68	100,682	22,568	66	94,010	20,499
June	70	89,786	17,171	68	89,394	28,142
July	72	98,827	16,126	73	102,576	40,706
August	66	93,863	14,184	66	92,006	36,071
September	80	110,500	22,906	73	103,441	38,359
October	71	106,348	12,587	74	111,167	39,616
November	66	93,610	11,923	63	88,151	37,620
December	71	102,961	12,478	70	101,920	41,685

* A ton of 100 ft.3 equivalent to 2,83 m3

حركة السفن البخارية والشراعية في ميناء اللاذقية ، ١٩٥١ ـ ١٩٥٣

جدول رقم ١١

السنة والشهور	السفن الشراعية			السفن البخارية		
	الخارجة			الداخلة		
	Cleared			Entered		
	عدد السفن No. of Vessels	صافي الحمولة المسجلة طن N.R.T.	وزن البضاعة طن Weight of cargo in tons	عدد السفن No. of Vessels	صافي الحمولة المسجلة طن N.R.T.	وزن البضاعة طن Weight of cargo in tons
١٩٥١	883	24,926	14,791	884	25,023	16,585
١٩٥٢	627	26,025	18,758	618	25,545	19,196
١٩٥٣	404	18,571	16,152	418	20,387	8,650
١٩٥٢						
كانون ثاني	32	1,988	301	32	1,808	2,567
شباط	25	1,563	295	25	1,832	2,573
آذار	41	2,423	713	39	2,370	3,741
نيسان	60	2,606	3,385	63	2,594	1,262
ايار	93	3,612	3,665	85	2,706	1,709
حزيران	85	4,030	3,823	89	4,225	2,154
تموز	71	2,992	3,147	71	3,252	599
آب	87	2,647	1,771	82	2,213	1,695
ايلول	46	1,700	1,010	46	1,616	1,156
تشرين اول	50	833	824	58	1,126	334
تشرين ثاني	25	631	305	16	362	150
كانون اول	12	1,000	13	15	1,141	1,256
١٩٥٣						
كانون ثاني	9	572	—	9	668	516
شباط	12	835	1	10	608	669
آذار	14	669	—	15	770	924
نيسان	39	2,224	2,011	40	2,268	915
ايار	52	2,699	3,442	58	3,742	480
حزيران	55	2,836	3,340	62	3,246	504
تموز	64	2,565	2,808	62	2,300	1,003
آب	36	1,177	—	38	1,313	1,619
ايلول	49	1,128	250	50	1,490	175
تشرين اول	32	1,314	1,170	35	1,705	1,305
تشرين ثاني	26	1,731	2,331	22	1,522	540
كانون اول	16	801	799	17	746	—

(*) ١٠٠ قدم مكعب يعادل ٢,٨٢ متر مكعب

674 conducts an experimental farm, and co-
operates with the government in a compre-
hensive educational program.

489 Syria produces a variety of items for ex-
port, the principal products being cereals,
textiles, vegetables, cotton and wool and
135 hides. It is relatively poor in mineral re-
sources, although rich deposits of asphalt
exist in the Nusairiyeh range and salt basins
in Aleppo, Homs and Damascus provinces.
471 Explorations for oil have been made in the
northeast under a concession acquired in
1940 by the Syrian Petroleum Company,
an affiliate of the Iraq Petroleum group.
315 After several years of unsuccessful borings,
651 the concession was relinquished, but the
country derives some income from pipelines
which traverse it, leading from the oil fields
in Iraq and Saudi Arabia to Syrian and
433 Lebanese ports. Industrial development is
slowly emerging from the handicraft stage,
and numerous modern plants for the pro-
cessing of local materials have been estab-
lished, primarily in Damascus and Aleppo.
They include the manufacture of textiles,
soaps and oils, cigarettes, various food prod-
ucts, shoes, cement and other consumer
goods. The promotion of industry is handi-
capped, however, by the shortage of raw
materials, labor and cheap sources of power.

491 The cities and the towns of western Syria
are linked with each other and with the ad-
joining territories by a system of motor
roads. Communications in the interior are
poor, and consist in many areas of tracks
505 across the desert. There are no navigable
rivers. Latakia, the chief port, is small, and
steamer traffic with the Mediterranean
countries is at present conducted largely
through Beirut and Tripoli, in Lebanon.
The construction of modern port facilities
at Latakia is scheduled, however, for 1953.
315 Banias has been developed as the terminal
505 of the new pipeline from the Kirkuk oil
fields of the Iraq Petroleum Company to
the Mediterranean. It was completed in
496 1952. Aleppo is connected by railways with
both Beirut and Tripoli, and is an impor-
tant junction on the trunk line from Istan-